



Navy Executive Safety Board (NESB) Flag Panel Meeting

25 June 2007



Agenda

- **WELCOME - VCNO/COMNAVSAFECEN**
- **INFORMATION BRIEF: OSC UPDATE**
 - Briefers: CDR Nelson (CPF)/CDR Solberg (USFF)
- **INFORMATION BRIEF: OSSC UPDATE**
 - Briefer: Mr Spolnicki (CNIC)
- **REVIEW OF NAVY MISHAP STATS & TRENDS**
 - Briefer: CDR Hobbs (NAVSAFECEN)
- **INFO/DECISION BRIEF: SAILOR RISK REDUCTION INITIATIVES**
 - Briefers: RADM MacDonald/CDR Solberg (USFF)/FORCM Irwin (SUBFOR)
- **NESB DISCUSSION**
- **INFORMATION BRIEF: NAVSAFECEN UPDATE**
 - Briefer: RADM Mayer (NAVSAFECEN)
- **INFORMATION BRIEF: NOISE AND HEARING LOSS**
 - Briefer: Mr Garbow (ODASN(S))
- **CLOSING - VCNO**





Operations Safety Committee Update



Operations Safety Committee (OSC)

OSC Membership (USFF/CPF co-Chair, co-Chair)

- CNSF
- CNAF
- CSF
- Force MCs
- NECC
- SPECWARCOM
- NAVSEA
- NAVAIR
- BUMED
- CNIC
- NETC
- NAVRESFOR
- NSC
- Ad Hoc (s)
- Advisor (s)

Focus Areas

- Safety Training (shared with the OSSC)
- System Safety & Acquisition
- Enterprise Operations
- Operational Risk Management



OSC Working Group Actions

Accomplishments **Training WG** **Way Ahead**

- Naval Technical Training Review of Enterprise Safety Officer courses
- Blended ORM training solution
- Standardize Safety Officer training across Enterprises
- Update current ORM on line training

Accomplishments **Acquisition SSAB** **Way Ahead**

- Ergonomics & noise life cycle cost/benefit and control projects funded and initiated
- BCA and separate life cycle cost estimate for improved cranial
- Barrier Removal Team formed to clarify ASN RD&A policy
- Awaiting project results
- Cranial funding decision brief to OSC AUG 07
- Awaiting results of Barrier Removal Team



OSC Working Group Actions

Enterprise WG

Accomplishment

- Safety Compliance Tracker tool implemented
- Modified the Naval Safety Center afloat safety survey process
- SeeAndAvoid web application

Way Ahead

- Monitor and improve Tracker tool
- Implement OPNAVINST 5100.19E
- Implement web based mid air collision avoidance for Navy
 - Review Low Level De-Confliction tool for Navy application

Accomplishments

- Time Critical SOW re-submitted
- ORM assessor training underway for FRTP assessment commands
- Integrated ORM assessments into evaluation mechanisms

ORM WG

Way Ahead

- Incorporate TCRM into Navy Training Continuum
- Complete Assessment integration
- Finalize Assessment models
- Share trends, lessons learned
- Finalize instruction





Operations Safety Support Committee Update



Operations Safety Support Committee (OSSC)

OSSC Membership

- CNIC (Chair)
- CPF
- USFF
- NAVSAFECEN
- BUMED
- NAVAIR
- NAVRES
- MSC
- NETC
- PRESINSURV
- NAVSEA
- NAVFAC
- SPAWAR

Focus Areas

- Traffic Safety and Recreational Off-Duty (TS/RODS)
- Occupational Safety and Health (OSH) Programs, Policies, and Initiatives
- Safety Data Management
- Safety Training (shared with the OSC)



OSSC Focus Area Actions

TS/RODS (CNIC/FLEET)

Accomplishments

Way Ahead

- Established PMV investigation process for Class A/B mishaps
 - Recommended Concept of Operations to establish a Navy Motorcycle Association
 - Recommended revisions to OPNAVINST 5100.12, Navy Traffic Safety Program
 - Use PMV investigation process as a baseline for developing RODS template
 - Evaluate “Arrive Alive at 25” defensive driver behavior modification training for Navy use
 - Evaluate TRIPS, travel limitations, limited travel radius for Navy use
-

OSH (CNIC/FLEET)

Accomplishments

Way Ahead

- Completed research on Aerial Work Platform fall protection concerns
- Developed Shore Fall Protection Best Practices Guidelines
- Developed web-based ergonomic training for supervisors and safety specialists
- Develop Navy guidance for Aerial Work Platform equipment operators
- Conduct zero-based review of OPNAVINST 5100.23 series OSH requirements
- Develop implementation guidance for OSHA VPP
- Develop Afloat Fall Protection Guidelines



OSSC Focus Area Actions (Cont.)

Safety Training (NETC)

Accomplishments

- Completed first draft of Navy Training System Plan
- Revised PCO/PXO course
- Increased “driving for life” training via NKO for delayed-entry personnel

Way Ahead

- Conduct pilot program for “Naval Driving at Risk Simulator” at RTC, Great Lakes
- Finalize Navy Training System Plan
- Evaluate CBT option for submarine and afloat safety supervisor courses

Data Management (NSC)

Accomplishments

- NSC conducted RMIS study to select single safety management system
 - Identified 108 industry best practices
 - Conducted gap analysis of 9 systems
 - Failed to include DOD/DON requirements
 - Insufficient info to make a decision

Way Ahead

- Stand up Data Management Working Group
- Determine user data requirements
- Identify Safety Management System

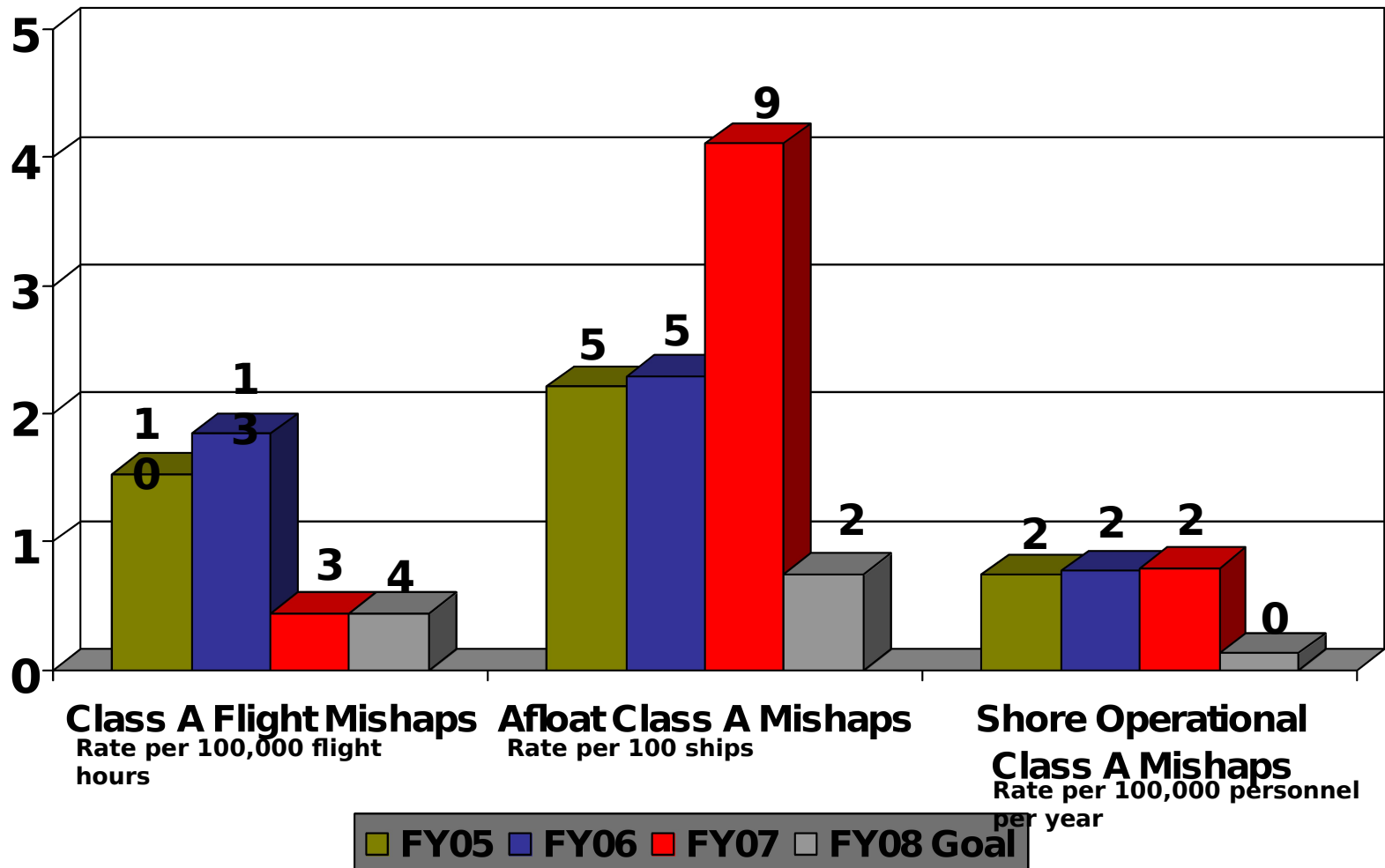




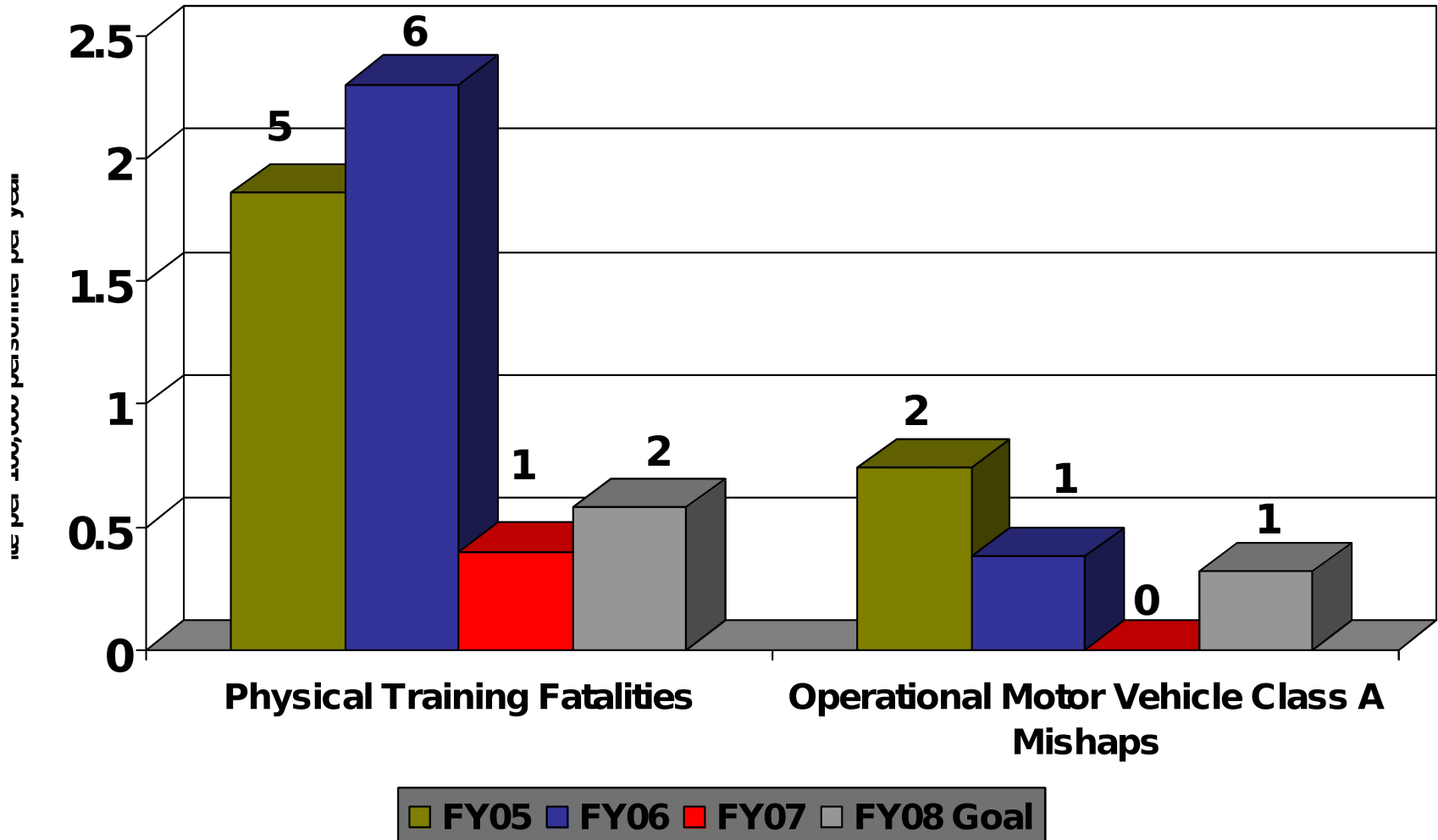
Navy Mishap Statistics & Trends



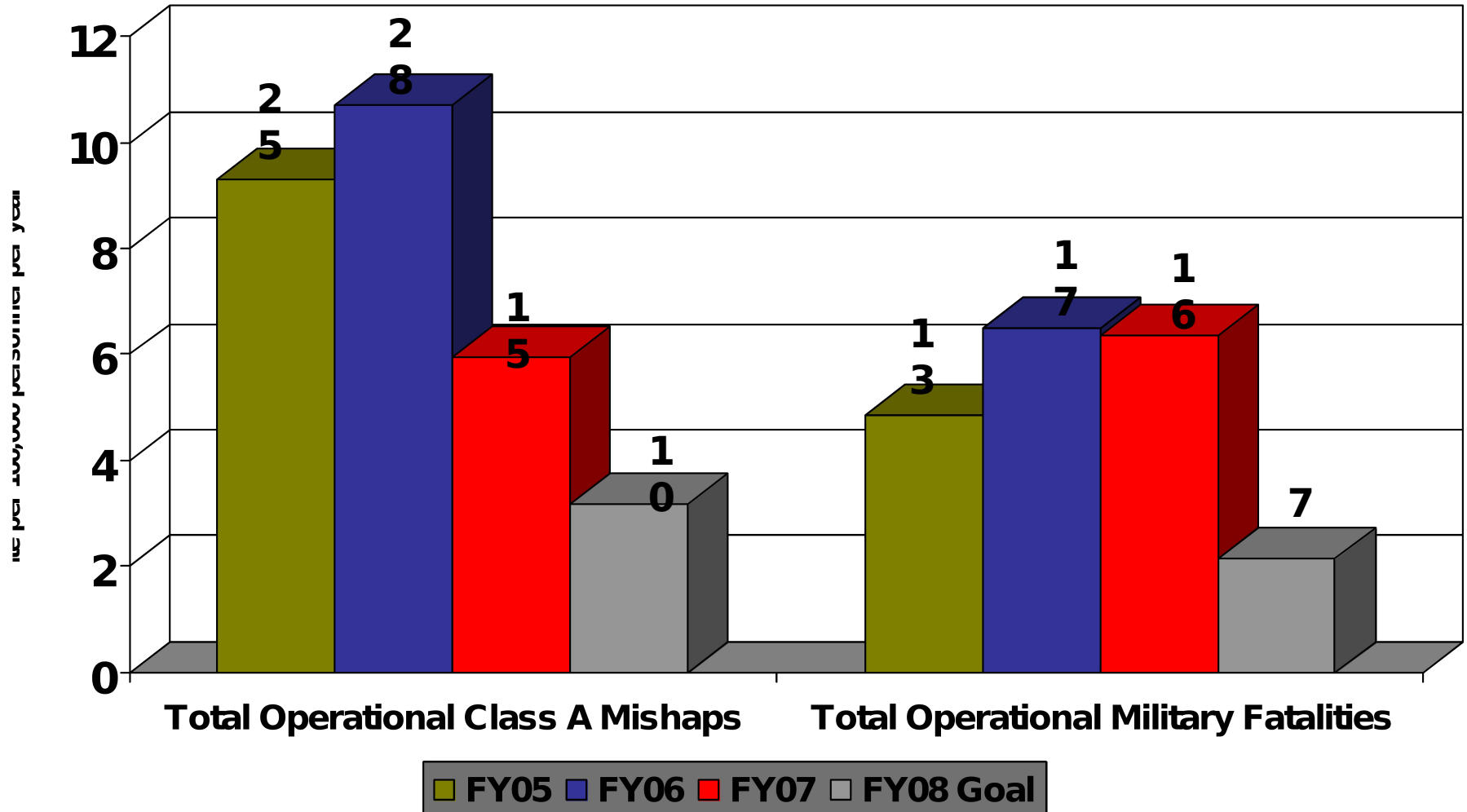
Operational Mishaps (Year to Date)



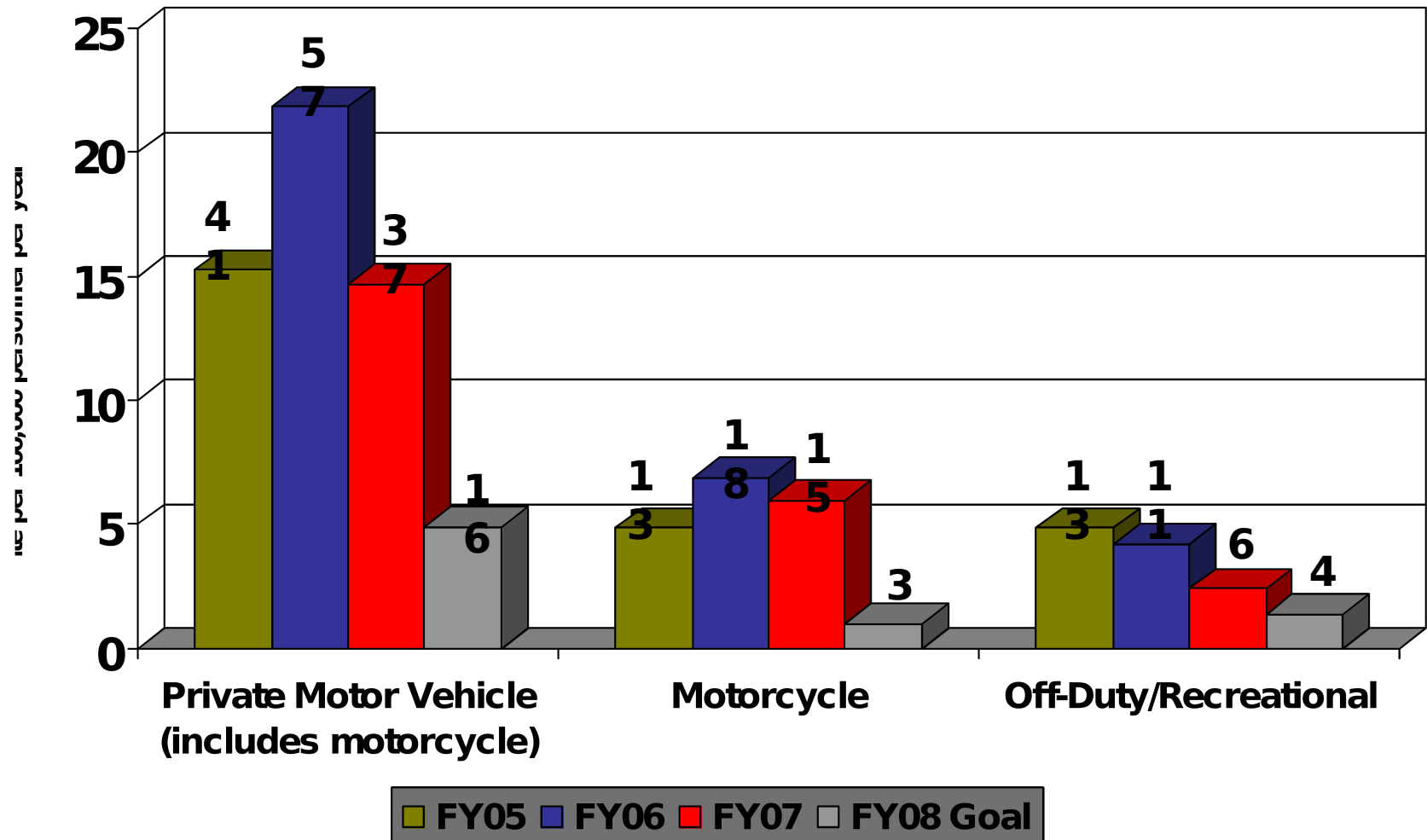
Operational Mishaps (Year to Date)



Operational Mishaps (Year to Date)



Off Duty Fatalities (Year to Date)



Motorcycle and 4-wheel Injury Rates

- FY05 to FY07 Injury rate thru 10 June**
 - Motorcycle
 - 17-24 (183) 45.39
 - 25-34 (171) 59.18
 - 35+ (77) 44.25
 - 4-Wheel
 - 17-24 (402) 99.72
 - 25-34 (217) 75.10
 - 35+ (89) 51.15

** includes injuries resulting in 1 or more lost work days

Motorcycle Injury Rate by Rank

FY05 to FY07 thru 10 June**

• E-1 (5) 14.62	• E-8 (4) 20.77
• E-2 (11) 17.85	• E-9 (2) 23.24
• E-3 (46) 29.89	• O-1 (6) 30.87
• E-4 (85) 49.80	• O-2 (3) 14.54
• E-5 (108) 52.62	• O-3 (14) 30.28
• E-6 (80) 54.82	• O-4 (3) 10.69
• E-7 (28) 42.06	• O-5 (4) 21.01

** includes injuries resulting in 1 or more lost work days

Injuries and Deaths by Motorcycle Types

- 17-24
 - 86% Sport
 - 14% Cruiser
- 25-34
 - 71% Sport
 - 28% Cruiser
 - 1% Touring
- 35+
 - 39% Sport
 - 58% Cruiser
 - 4% Touring

** includes injuries resulting in 1 or more lost work days

Off-Duty Injuries/Deaths

FY05 to present

INJURIES

• WALKING/STEP	195
• BASKETBALL	188
• MOTOR VEHICLE OPERATIONS	130
• FOOTBALL	99
• BASEBALL	97
• BICYCLING	57
• SOCCER	36
• SWIMMING	33
• HORSEPLAY	29
• JOGGING/RUN	29
• FOOD PREP/SVCS	23

DEATHS

• SWIMMING	8
• ATV/DIRT BIKE	5
• SPORTS	3
• BOATING	3
• DROWNING	3
• HUFFING	3
• ALCOHOL	3
• PARACHUTING/ HANG GLIDING	2
• GUNSHOT	2

** includes injuries resulting in 1 or more lost work days



PMV Sailor Risk Reduction - Safety



25 June 2007



Focus on Navy Core Values

Honor - I am **accountable** for my professional and personal behavior. I will be mindful of the privilege I have to serve my fellow Americans. *I will:*

- Abide by an uncompromising code of integrity, taking full responsibility for my actions and keeping my word.
- Conduct myself in the highest ethical manner in relationships with seniors, peers, and subordinates.
- Be honest and truthful in my dealing within and outside the Department of the Navy.
- Make honest recommendations to my seniors and peers and seek honest recommendations from junior personnel.
- Encourage new ideas and deliver bad news forthrightly.
- Fulfill my legal and ethical responsibilities in my public and personal life.

Courage - Courage is the value that gives me the moral and mental strength to do what is right, with confidence and resolution, even in the face of temptation or adversity. *I will:*

- Have the courage to meet the demands of my profession and the mission entrusted to me.
- Make decisions and act in the best interest of the Department of the Navy and the nation, without regard to personal consequences.
- Overcome all challenges while adhering to the **highest standards of personal conduct and decency**.
- Be loyal to my nation by ensuring the resources entrusted to me are used in an honest, careful and efficient way.

Commitment - The day-to-day duty of every man and woman in the Department of the Navy is to join **together as a team** to improve the quality of our work, our people and ourselves. *I will:*

- Foster respect up and down the chain of command.
- Care for the professional, personal and spiritual well-being of my people.
- Show respect toward all people without regard to race, religion or gender.
- Always strive for positive change and personal improvement.
- Exhibit the **highest degree of moral character, professional excellence**, quality and competence in all that I do.



PMV Safety - Leadership Challenge

- **Risky driving behavior (Factors contributing to preventable mishaps)**
 - **Driving while alcohol impaired**
 - **Driving while fatigued**
 - **Speeding**
 - **Not wearing seat belts**
 - **Distracted driving**
 - **Inexperience**
- **Prevent mishaps we can influence via**
 - **Leadership**
 - **Training**
 - **Emphasis on Core Values**
- **Goal is to reduce sailor safety risk**
 - **ID High Risk behavior**
 - **Influence a positive behavior change**



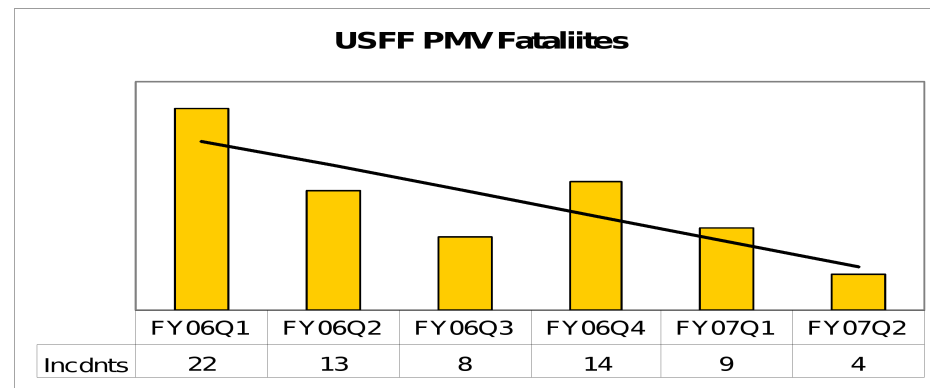
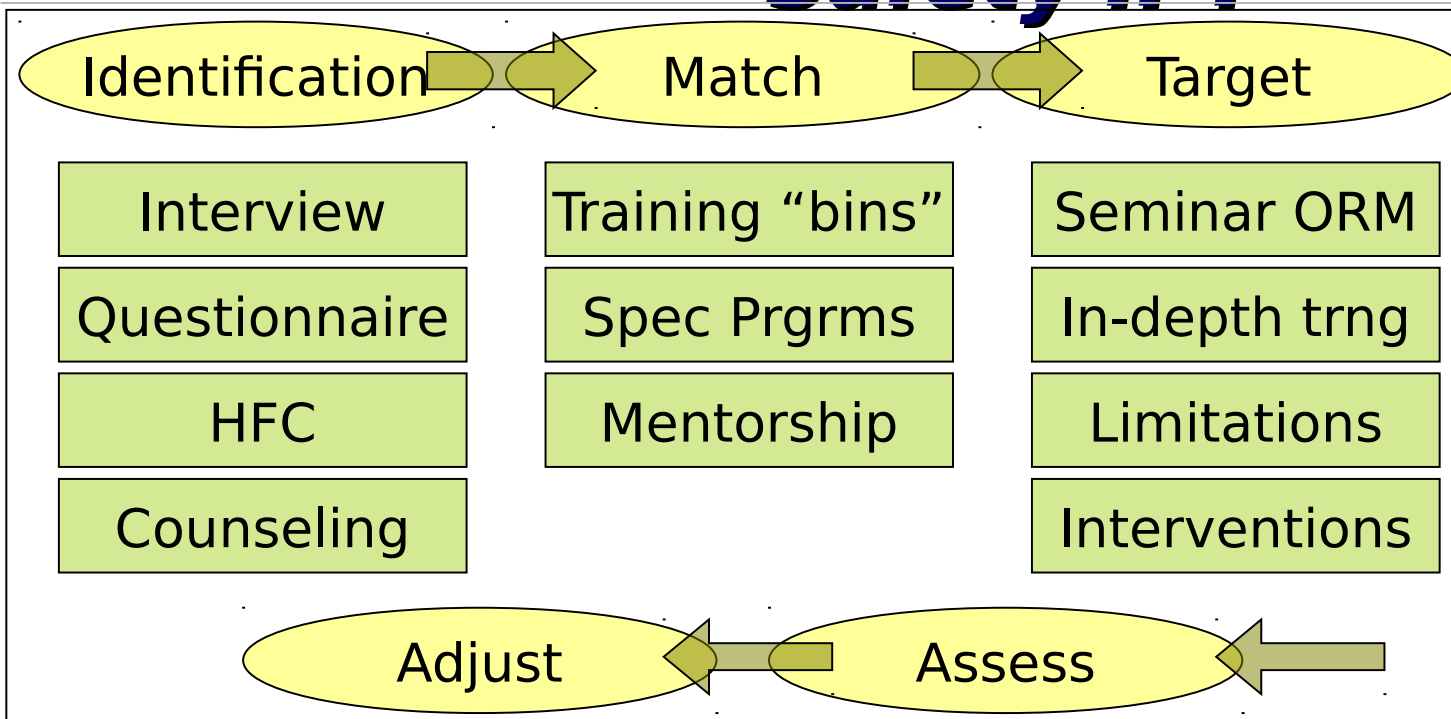
Reinforce Navy Core Values Through USFF Standards & Conduct

- **Operational Excellence and Safety**
 - **ORM; Safety = Readiness**
 - High Risk Sailor ID (TR Study)
 - Leadership engagement lowered Fleet PMV fatalities 44%, 06 - 07
- **Substance Abuse**
 - **Drug and Alcohol abuse affect readiness**
 - DUI/DWI guidance - 60% decrease in USFF Memorial Day weekend DUI's, 06 - 07
 - USS ENTERPRISE introduced 0-0-1-3 Plan
 - Several commands have been DUI free for over 1 year
- **Sailor Relations**
 - **Unprofessional conduct erodes the Navy team**
 - Leadership and Life skills pilot; reduced domestic violence and sexual assault by 50%
- **Pride and Professionalism**
 - **Establish and enforce consistent behavior**
 - Officer and CPO Leadership cards
 - Navy Pride and Professionalism course (rollout Dec 07)
- **Culture of Fitness**
 - **Standardize fitness and wellness throughout the Fleet**
 - Implementing standardized nutrition model afloat
 - Formal Command Fitness Leader course
 - PRT failures reduced 37%, 05 - 06
 - Developing PRIMS Commanders report

Promulgate Core Values/
Best Practices



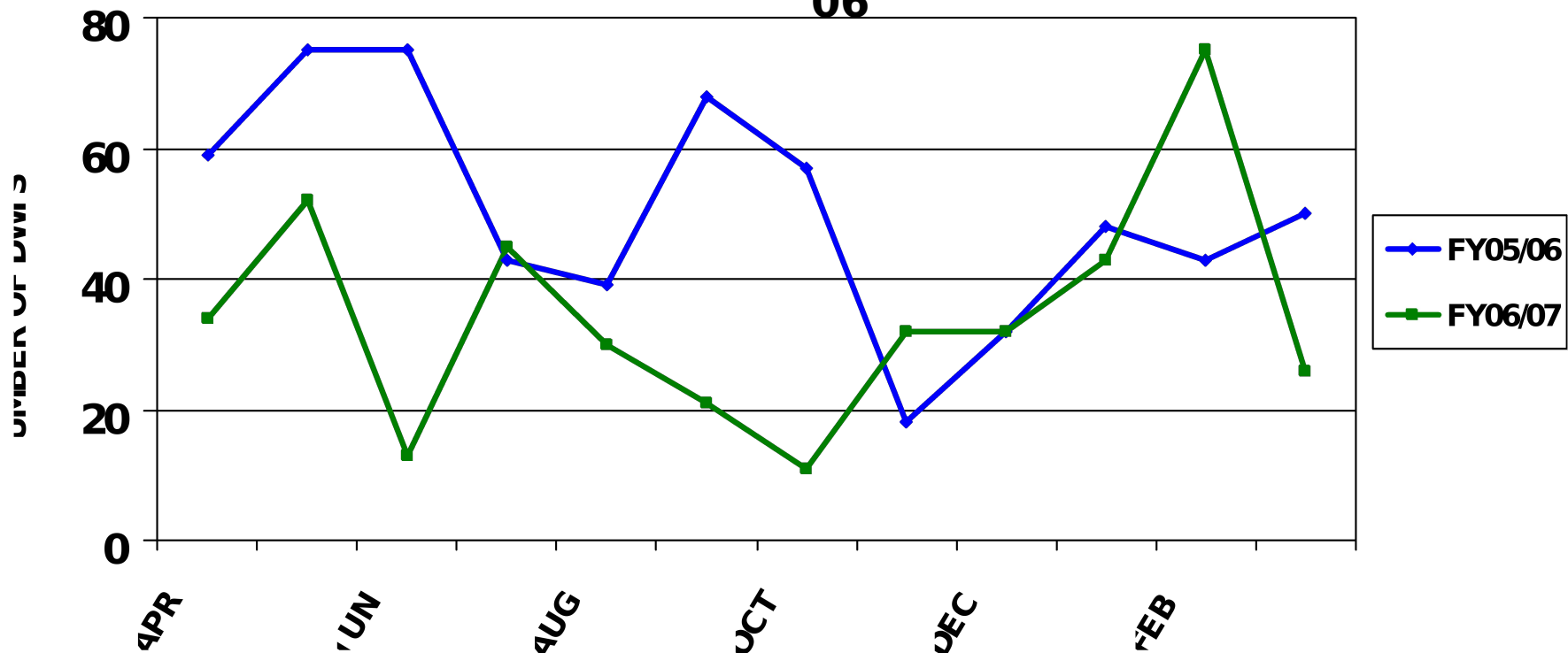
Operational Excellence and Safety IPT





Substance Abuse IPT

USFF msg. released 16 Mar
06



Average of 51 DUI/DWI arrests per month for selected months in FY 05/06

Average of 35 DUI/DWI arrests per month for same months in FY 06/07

Reduction of 31% in DUI/DWI in FY 06/07 over FY 05/06 in Hampton Roads

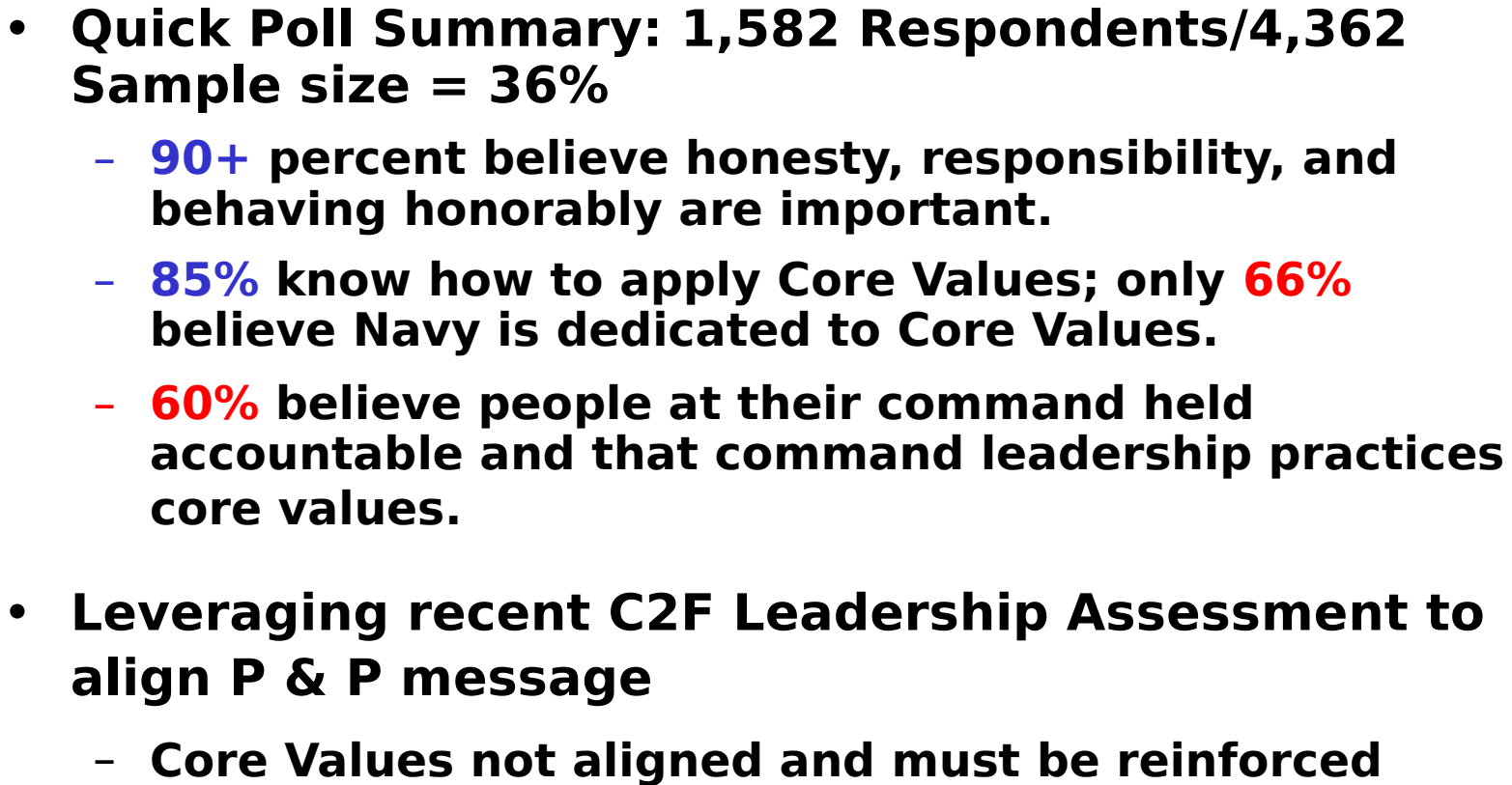
*** Data obtained using Hampton Area Shore Patrol Report (HASP)**



Sailor Relations IPT

- **Leadership and lifeskills has transitioned from a successful pilot to roll-out throughout the fleet**
 - **Demonstrated a potential to reduce domestic violence and sexual assault by up to 50%**
- **Areas that need further examination**
 - **Fraternization**
- **Pilot used many of the existing resources available day to day to every Command however**
 - **KEY DIFFERENCE is method of delivery; FFSC**

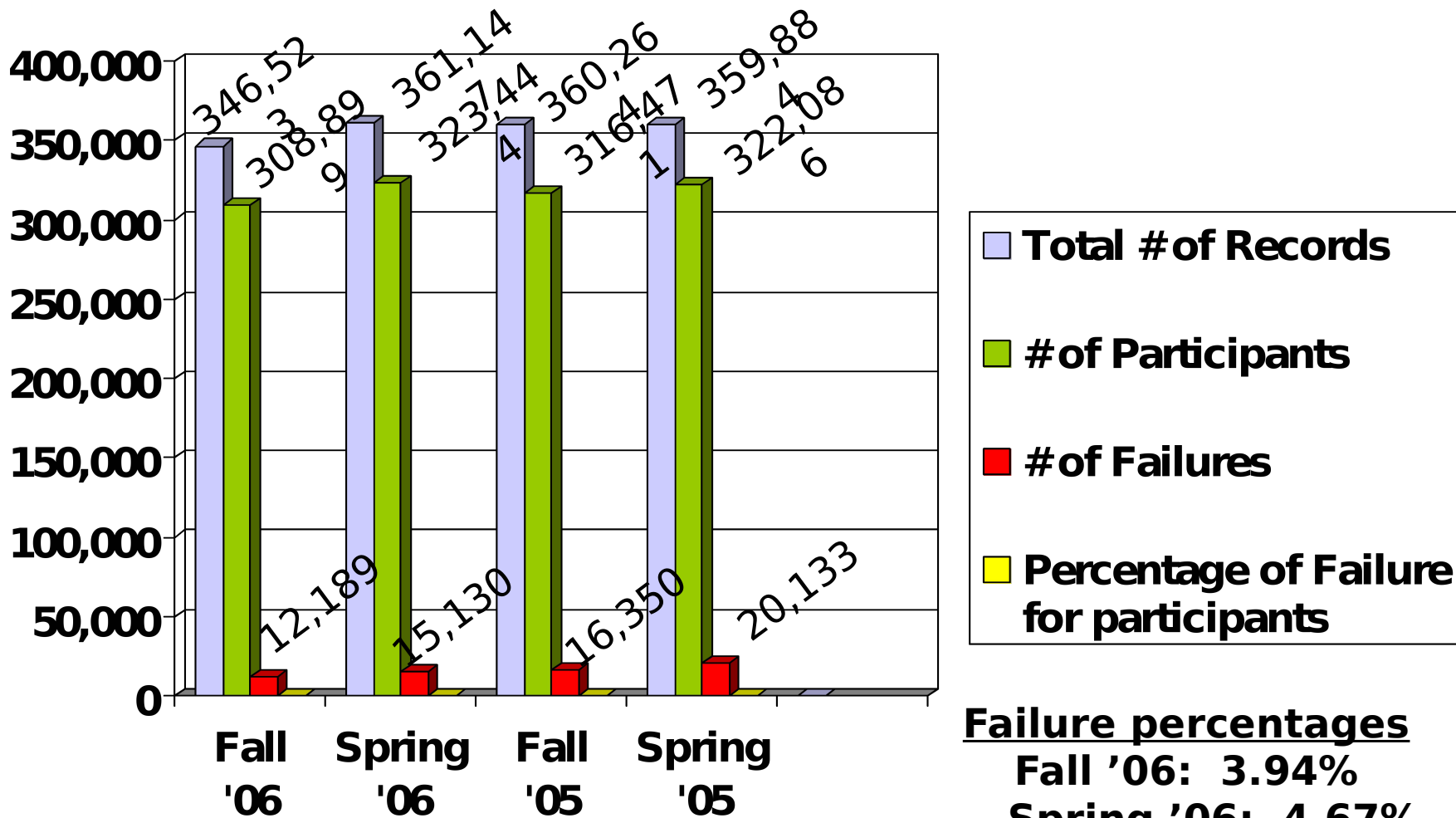
Small investment for big return



Perception is Leaders “talk the talk” but don’t



Culture of Fitness IPT



Failure percentages
Fall '06: 3.94%
Spring '06: 4.67%
Fall '05: 5.16%
Spring '05: 6.25%



Target Deviation From Core Values

At Risk Navy Population <26 YO

← Shipmates Protecting Shipmates
Navy Core Values →

LEADERSHIP

Training
Core Values

DUI
Leading
Indicator

SUBSTANCE ABUSE IPT

- * Use of alcohol detection devices (Pilot study)
- * DUI/DWI guidance

1,328 SAILORS
0.0082% AT RISK
ALCOHOL

158,850 SAILORS
99.982% are not at high risk for a
traffic fatality

LEADERSHIP

Training
Core Values

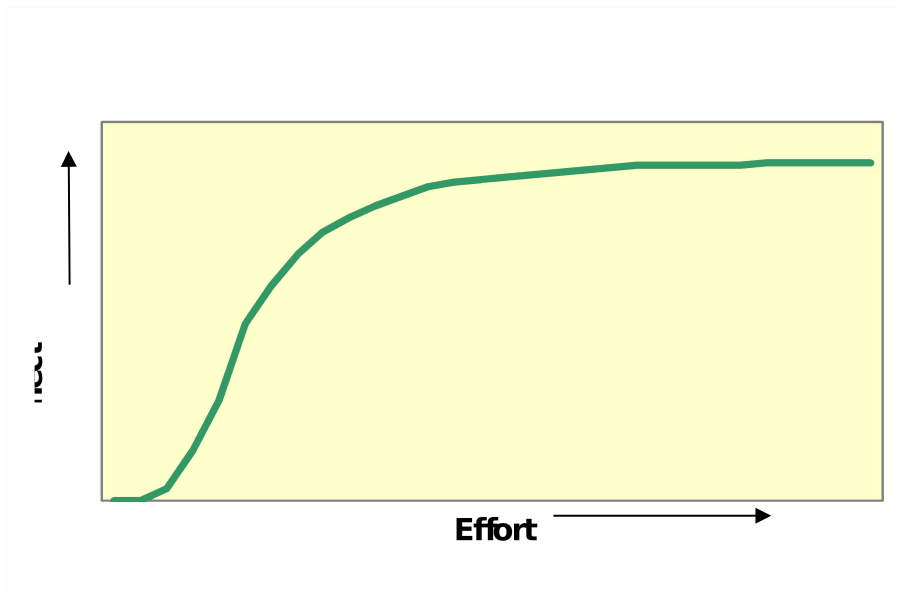
OPERATIONAL EXCELLENCE/
SAFETY IPT

- * DBAT Pilot study
(High Risk Sailor ID)

1,822 SAILORS
0.01% AT RISK
SEAT BELT USE,
SPEEDING, FATIGUE,
INEXPERIENCE



Defining the practical limits



Leadership, Training,
Emphasis on Core Values

To what extent will
leadership and core
values reduce
preventable mishaps?

Effort expended may not
produce significant
results.

- Diminishing return



SR2I vs Fleet Standards & Conduct Efforts

- **Cell Phone Policy**
- **CO Adjudication of all Moving Traffic Violations**
- **Self-Reporting Traffic Convictions**
- **TRiPS (Travel Risk Planning System)**
- **Travel Limitations**
- **Limited Travel Radius** **Operational Excellence/Safety IPT** gather metrics and provide recommendations for way ahead
- **Bottle-to-Duty Limitations**
- **Use of Alcohol Detection Devices (Pilot Study)**
- **DUI/DWI Guidance - Msg with DNS study** **Substance Abuse IPT** provide pilot findings to NESB
- **Phased Liberty**
- **Chief's Standards and Conduct Board recommendations for** **MCPON/FLEET** provide way ahead
- **Shipmates Protecting Shipmates**
- Pride and Professionalism IPT** provide findings to NESB **Core Values leadership engagement**



Way Ahead

- **Fleet (Forces Commanders and CMCs), Naval Safety Center, and CNIC collaborate to achieve goal - reduce sailor safety risk**
 - Focus on being leadership based vice policy centric
 - Focus on positive behavior change - Training/Mentoring
 - Reinforce Navy Core Values (Communicate best practices)
- **Fleet Standards & Conduct effort - metrics & cause/effect**
 - Draw from data already collected
 - DUI/DWI Guidance - Substance Abuse IPT
 - Shipmates Protecting Shipmates - Pride and Professionalism IPT
 - TRiPS (Travel Risk Planning System) - Operational Excellence / Safety IPT
 - Consider conducting pilot studies
 - Limited Travel Radius
 - Bottle-to-Duty Limitations
 - Use of Alcohol Detection Devices
 - Travel Limitations



NESB

Sailor Risk Reduction

Initiatives

FORCM(SS/SW) DEAN IRWIN

COMSUBFOR



Sailor Risk Reduction Initiatives



Two Senior Enlisted Leadership Groups reviewed the Phased Liberty and Chiefs' Review Board Initiatives based on the NESB recommendations

Group Composition:

- Fleet and Force Master Chiefs (21-23 Feb 07)
- Senior Enlisted Academy Class 130 (26 Feb – 6 Apr 07)

Review Focused On:

- Impact the proposals would have on Good Order and Discipline, Morale, and Internalization of Navy Core Values in Sailors
- Whether desired effect would be achievable
- Additional recommendations to achieve the desired effect



Chiefs' Review Board

- **NESB Proposal:** Implement a Chiefs' Review Board (CRB) to provide the required deckplate leadership and formal structure during the transition of new Sailors into their command. Additionally, the CRB provides an expeditious and impartial forum for resolving minor behavior or performance-related deficiencies.
- **Fleet Feedback:**
 - **Comments:**
 - Establishes a formal process compared to current Disciplinary Review Board which lack structure and official guidance
 - Voluntary Diversion Program (VDP) has the potential for abuse; clearly define the parameters.
 - **Recommendations:**
 - Change name to Chiefs' Standards and Conduct Board; align with USFF Standards & Conduct initiatives
 - Remove Aggressive Indoctrination Program (AIP) element and incorporate into existing Command Sponsor and Indoctrination Program OPNAVINST 1740.3B
 - Eliminate the term "Sea Daddy; develop Navy Mentoring Program and include "Sea Daddy" concepts
 - Remove the Adjusted Work Schedule Program element.
 - Utilize existing programs (Bearings and Correctional Custody Units (CCU)) as tools associated with the VDP
 - Maintain the High Risk Behavior, Voluntary Diversion and Phased Liberty elements of the CRB Instruction
 - Establish **process** to document Sailor performance to first Fleet unit
- **Senior Enlisted Proposal: Incorporate recommendations and pilot a Chiefs' Standards and Conduct Board on (2) Ships and (2) Shore Commands in a fleet concentration area (Norfolk and San Diego)**
- **Lead: MPTE/USFF/CNIC/OJAG**
- **Due date: 1 Sept 2007**



Phased Liberty Initiative

- **NESB Proposal:** Institute Phased Liberty for all newly reporting first-tour Sailors (E4 and below) for 90 days and reviewed monthly by a Chiefs' Review Board. Sailors are required to terminate liberty at 2200 on workdays and 2400 on non-workdays.
- **Fleet Feedback:**
 - **Comments:**
 - Provides leadership a tool to enforce good order & discipline
 - Leverages the Sponsor and Indoctrination Program (OPNAVINST 1740.3B)
 - Associate with professional/personal qualifications (i.e., rating related certs/quals, warfare quals)
 - Wide variance in ability to implement/execute across communities (Joint, SEA, Shore)
 - Perceived double-standard between married and single Sailors
 - Sailors join the Navy to become adults; less privileges than the environment they left may be counterproductive
 - **Recommendation:**
 - Institute Phased Liberty for all reporting first-tour Sailors who have demonstrated a propensity for high-risk behavior and/or have not completed mission-related certifications and qualifications as determined by a Chiefs' Standards and Conduct Board. Sailors placed on Phased-liberty are required to terminate liberty at 2200 on workdays and 2400 on non-workdays.
- **Senior Enlisted Proposal:** Incorporate recommended changes to OPNAVINST 1640.X (Chiefs' Standards and Conduct Board) and pilot with (2) Ships and (2) Shore Commands in a fleet concentration area (Norfolk and San Diego)
- **Lead:** MPTE/USFF/CNIC/OJAG
- **Due date:** 1 Sept 2007

FLEET TRANSFER REPORT

SUMMARY OF ACADEMIC PERFORMANCE

SUMMARY OF PERSONNEL INSPECTIONS

SUMMARY OF BARRACKS INSPECTIONS

SUMMARY OF PFA

SUMMARY OF NJP AND REMARKS



INFORMATION AND IMPROVEMENTS

- ARCHIVED AT SUBMARINE SCHOOL FOR EASY ACCESS
- CAN BE SENT VIA EMAIL TO RECEIVING COMMAND
- MEYERS BRIGGS PERSONALITY TYPE CAN BE ADDED AS A DATA FIELD

ADMINISTRATIVE REMARKS
NAVPERS 1070.613 (REV 10-81)
S/N 0106-LF-010-6991

Summary of Academic Training Naval Submarine School Groton

Summary of Academic Performance

Start Date	School Name	End Date	Disenrollment Type	GPA	Standing
------------	-------------	----------	--------------------	-----	----------

Summary of Personnel Inspections

Total Number of Inspections.....	0
Outstanding.....	0
Good.....	0
Sat.....	0
Unsat.....	0
Overall Average.....	NA

Summary of Barracks Inspections

Total Number of Inspections.....	0
Outstanding.....	0
Good.....	0
Sat.....	0
Unsat.....	0
Overall Average.....	NA

Summary of Physical Fitness Assessments

Total Number of Assessments.....	0
Outstanding.....	0
Excellent.....	0
Good.....	0
Sat.....	0
Unsat.....	0
Overall Average.....	NA

Summary of Non-Judicial Punishments

Remarks



Review

MTI

Dept Master Chief

The “High Risk” Sailor

- **The Ultimate Goal**: Identify “high risk” Sailors and the preventative tools to lower their risk.
- **A Working Definition**: The high risk Sailor is a combination of traits & behaviors that make it substantially more likely the Sailor will harm himself or others.



Proposed Way Ahead

- Specifically categorize the particular Sailor behaviors we seek to control/mitigate
 - Examples – Reckless Motorcycle/PMV Use, Personal Misconduct, Alcohol & Drug Abuse
- Once categorized, link scientific studies that identify risk factors for each separate behavior
 - If knowledge gap exists, either find existing studies (e.g., insurance industry) or create (contract for study)
- Provide identified risk factors to commands, to screen Sailors through proven methods such as CSCRBs
 - Behavioral Risk Management Programs



Reckless Motorcycle/PMV Use - High Risk Factors

- **Dr. Reitz Study**

- Age 18-25
- Prior Driving History (tickets, accidents)
- Impulsivity
- Deviance
- Easily Bored
- Thrill-Seeking
- High Risk Peer Group

- **Insurance Industry**

- Age
- Marital Status
- Gender
- Prior Driving Violations



Misconduct Studies - High Risk Factors

- **Dr. Larson Study**

- Moral Waiver
- High School Misconduct
- Alcohol and Tobacco Use
- Peer Group Misconduct
- History of Mental Health Problems
- Traits include: impulsivity, rebelliousness, hostility, sense of entitlement, sensation-seeking, immaturity

- **USFFC/AIRPAC Paper**

- Young Age
- Male
- Active, Dangerous Hobbies
- Binge Drinking
- Spontaneous
- Owns Motorcycle
- Easily Angered
- Independent



Behavioral Risk Management Programs

- Based upon the science, develop Behavioral Risk Management (BRM) Program for each defined risk
 - Use existing studies to identify risk factors and characteristics
 - Continue to refine as new studies are produced, and as experience with BRM programs matures
 - Provide BRM Programs to Commands and CSCRBs for Sailor screening and application of risk reduction initiatives
 - Link with existing resources
 - E.g., Army TRiPs, USFFC Standards & Conduct, DAPA programs, NSC's Best Practices, DoD's "That Guy" Campaign, AAA Driver Improvement Program
 - Develop new resources
 - E.g., National Safety Council 's Alive at 25 Program, Motorcycle Safety Foundation's Rider's Courses, Smith System's Driver Improvement Program
- Continuous monitoring and refinement



NESB Discussion





Naval Safety Center Update

25 June 2007



SECDEF Safety Memo - Zero Preventable Accidents

- SECDEF memo released on 5/30/07.
- Goal is zero preventable accidents.
- Remains committed to the 75% mishap reduction by end of FY08.
- “much more to do to address military injuries and private motor vehicle fatalities”
- DSOC focus – increasing accountability of individuals and leaders while pursuing safety technologies.
- Reinforces the role of leadership and accountability to an effective safety program and mishap prevention.



PMV Class A/B Mishap Investigations

BACKGROUND

- ✓ **8 Jan 07- VCNO directs investigation of all class A/B PMV Mishaps**
 - Units use PMV Mishap Investigation Report (MIR) template available on NSC website
 - Unit Safety Officers or designated command individuals conduct investigations
 - First Flag receives report in 30 days
 - Endorsements below first Flag are allowed (Each endorser has 14 day limit)
 - Echelon 2 commands may have Echelon 3 command do final chain of command endorsement before NAVSAFECEN

DISCUSSION

- ✓ **Current Status: As of 15 June, 25 Ongoing Investigations, 5 completed.**
 - **Common Factors of Reports Received:**
 - 1 of 5: Vehicle malfunction
 - 2 of 5: Driver inattention and lack of experience
 - 2 of 5: Multiple factors to include speeding and alcohol



PMV Class A/B Mishap Investigations

ISSUES

- ✓ **Difficulty getting timely information from outside sources**
- ✓ **Endorsement timeliness**
- ✓ **Lack of investigative training for safety officers**

RECOMMENDATIONS

- ✓ **NAVOSH Training Center evaluate including investigative technique course in curriculum**
- ✓ **Region Safety Offices provide an investigation advisor to assist tenant commands**
- ✓ **Revise reporting/endorsement process**
 - **Report due 45 days from mishap vice 30**
 - **Report sent simultaneously to COMNAVSAFECEN and all echelons for endorsement**
 - **All endorsements due to COMNAVSAFECEN 30 days from report release**
 - **COMNAVSAFECEN final endorsement due 30 days later**



Alive at 25

BACKGROUND

- ✓ Is a 1995 National Safety Council developed defensive driving course.
 - Targets the 15-24 year old age group (highest at risk age group).
- ✓ 4-½ hour classroom course.
 - Focuses on decision-making, responsibility and risk assessment.
 - Students develop their own conclusions on why they are at high risk.
- ✓ Taught by a certified Law Enforcement Officer.
 - Certification requires completion of a 40-hour course conducted by the Colorado State Patrol.
- ✓ National fatality rate for under-age-20 drivers is 13 per 20,000.
 - Colorado course graduates fatality rate is 1.1 per 20,000 (90% below the national average and has decreased every year).
 - In 2005 alone, the rate decreased 50%.
- ✓ 4 Apr 07-National Safety Council briefed program to COMNAVSAFECEN and NSC staff.
- ✓ 4 Apr 07-Pilot course for 15 U.S. Navy personnel under the age of 25 was conducted by Colorado State Patrol Officer and observed by selected NSC staff.



Alive at 25

DISCUSSION

- ✓ **National Safety Council maintains control of course material and instructors.**
- ✓ **Cost: \$25/student un-monitored. \$40/student monitored until age 25.**
- ✓ **Class size: 30/single instructor. 35/instructor team.**

RECOMMENDATIONS

- ✓ **National Safety Council provide brief to OSSC Traffic and RODS WG for evaluation of Navy use.**
- ✓ **National Safety Council provide a detailed cost and implementation plan for Navy review if considered viable training alternative.**
- ✓ **With Fleet and NETC concurrence, implement course for Entry Level Training.**
 - **Efficiently meet DoD/DON entry point training requirement.**
 - **Takes responsibility off Fleet units.**



Noise and Hearing Loss

**The Problem
Possible Causes
What We Can & Can't Do
And
The Time to Act**

07

DASN(Safety) 6-25-

Navy Executive Safety Board⁵⁰

The Growing Noise Problem

Cost of Hearing Loss for All Veterans

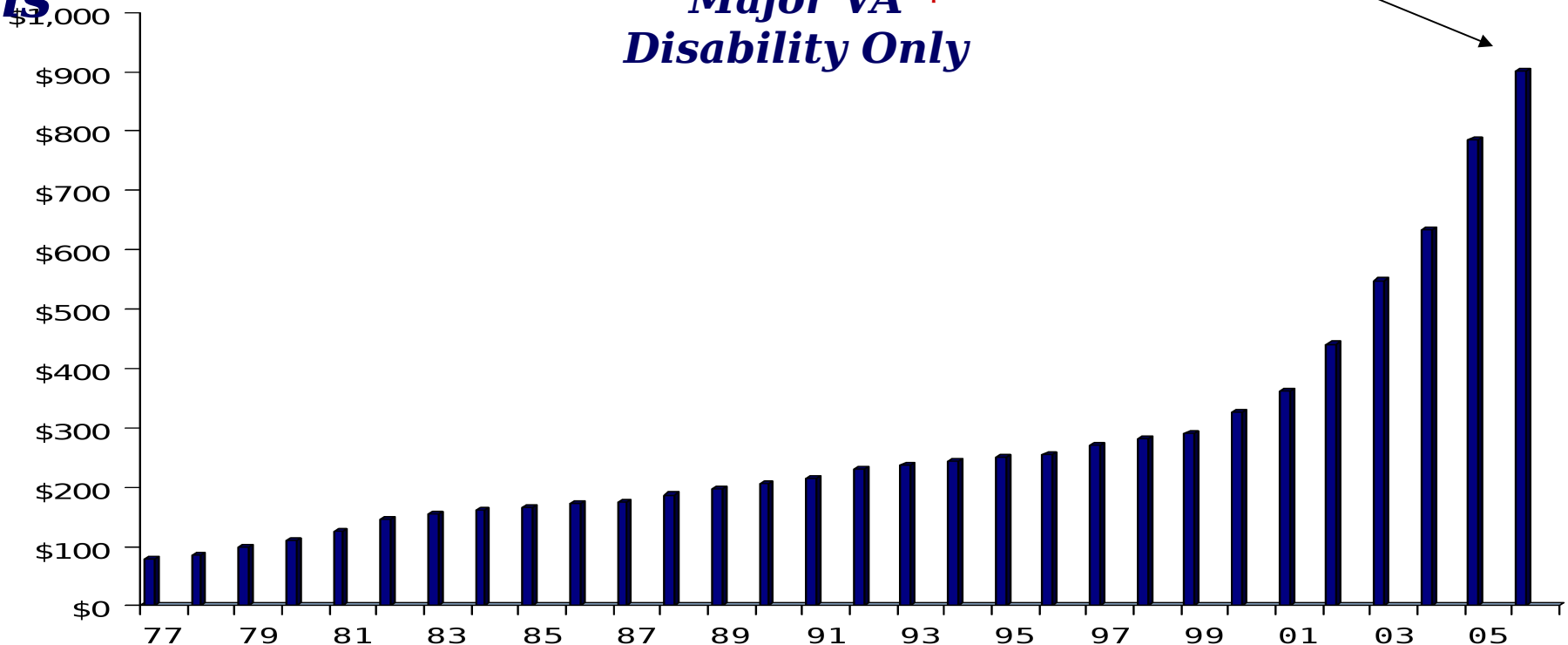
(1977-2006)

Total = \$8,385,382,467 BILLION

\$901,472,784

**Major VA *
Disability Only**

Millions



**Costs are approaching
\$1Billion annually**

* Data extrapolated from Dec 06 claims

Navy Executive Safety Board

Cost of Hearing Loss for Navy & Marine Corps (1996-2006)

\$ Millions

Navy and Marine Corps Hearing Loss Facts:

FY06 costs: \$235,190,068

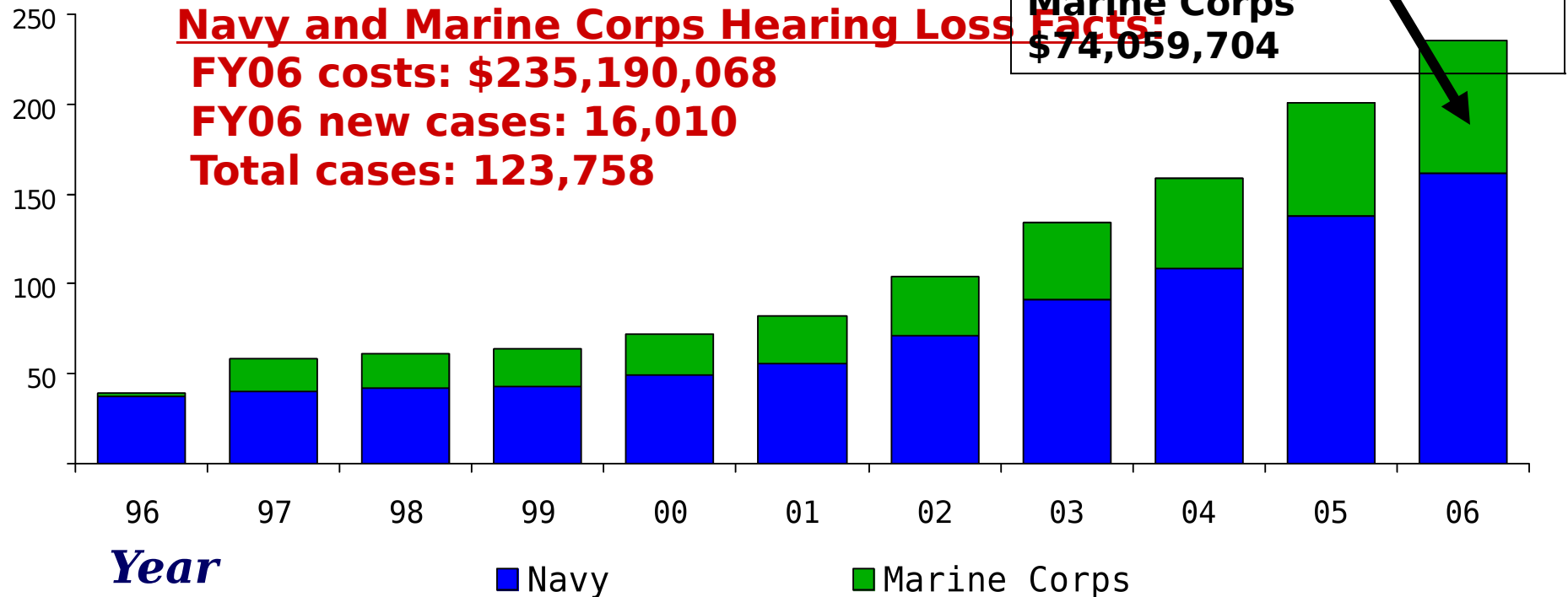
FY06 new cases: 16,010

Total cases: 123,758

2006

**Navy
\$161,180,364**

**Marine Corps
\$74,059,704**



Navy Executive Safety Board

The Real Problem is NOT the \$\$ Cost

➤ We are not protecting our people

- We are placing them in work environments where permanent hearing loss is a given.
- We continue to design and procure weapon systems so loud that even the best noise attenuation possible can not prevent hearing loss.
- We are not placing a high enough priority on a future Quality of Life issue for our Sailors and Marines.

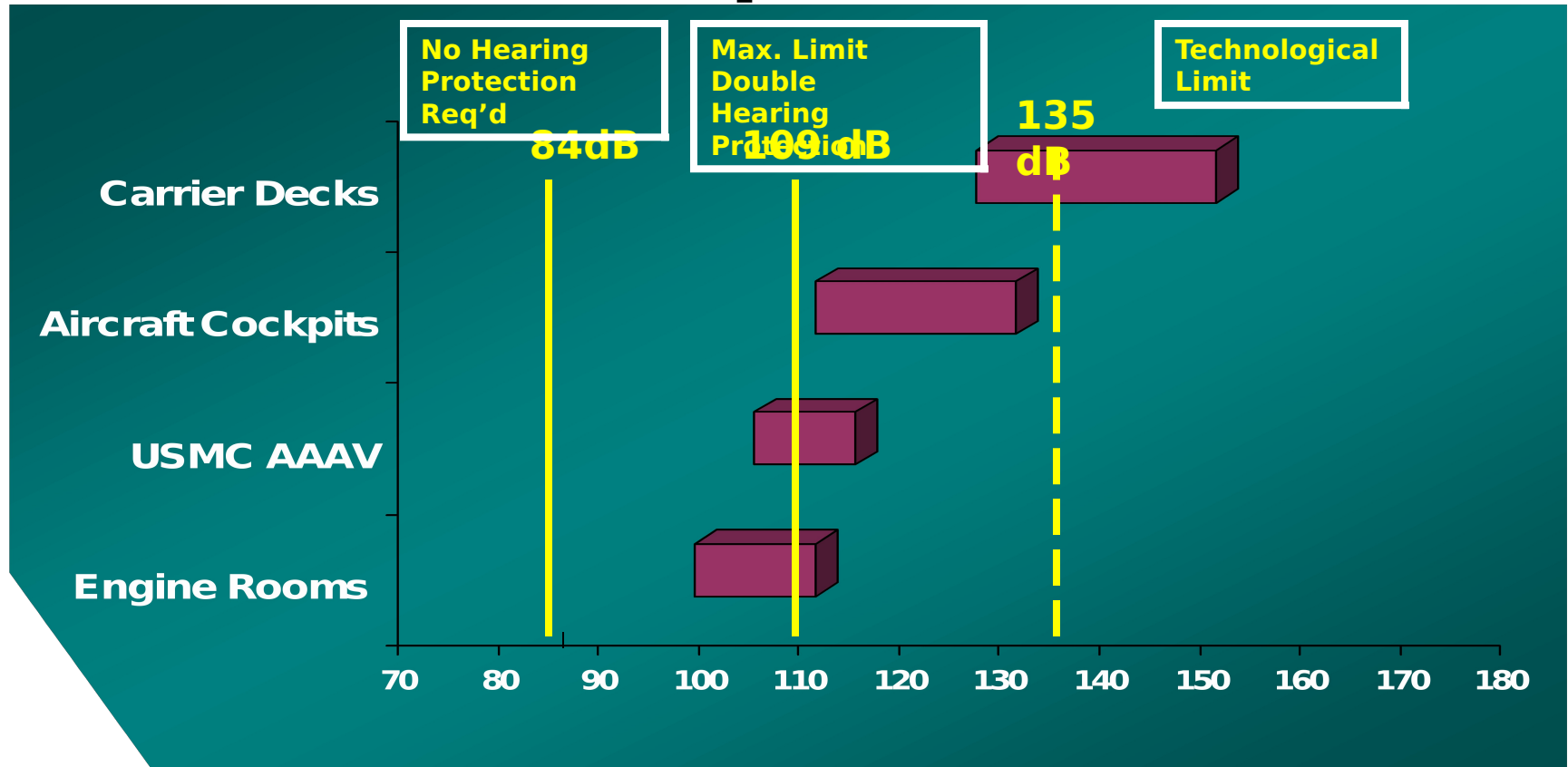
➤ In many cases we are too late

- We can't reverse the damage already done.
- 16,000 new DON hearing loss cases in 2006
- The JSF engine and the Advanced Amphibious Assault Vehicle (AAAV) will result in permanent hearing loss.
- PEO TACAIR has accepted the "serious risk" for the F/A-18 E/F and EA-18G Engine Noise. Yet we are actually accepting the probability of permanent injury not the risk of the occurrence.

Navy Executive Safety Board

THE GROWING NOISE PROBLEM

Noise Levels in Navy & Marine Corps



*Noise Level
(Decibel)*

Navy Executive Safety Board 54

Launch/ recovery support personnel exposed to brutal



Advanced Amphibious Assault Vehicle (AAAV) Ops



Many Possible Reasons WHY We Have Not Attacked Sooner.....

- Ignorance of the problem – If we wear hearing *protection* we assume we are protected from injury.
- We design to specifications that assume double hearing protection adequately protects our people.
- We don't feel the fiscal pain. USN/USMC doesn't pay the bill. VA pays it as part of their annual budget.
- Fixing existing design problems after the fact is too costly.
- Hearing loss doesn't kill, nor does it hurt.⁵⁷

What Can We Do Now?

1. Communications – Raise Awareness and Accountability to the same level as PMV mishaps.
2. Comply with existing Federal (OSHA) standards and DoD / DON regulations.
3. Identify and target existing “High Hazard” programs for possible emergent funding to incorporate best noise attenuation technology.
4. Develop better and more effective, personal noise attenuation devices. Consider funding initial outfitting as an emergent Corporate Bill.
5. Ensure Future Weapon Systems are designed to a standard that accounts for known attenuation capabilities/limitations.

Closing Comments



Back up slides

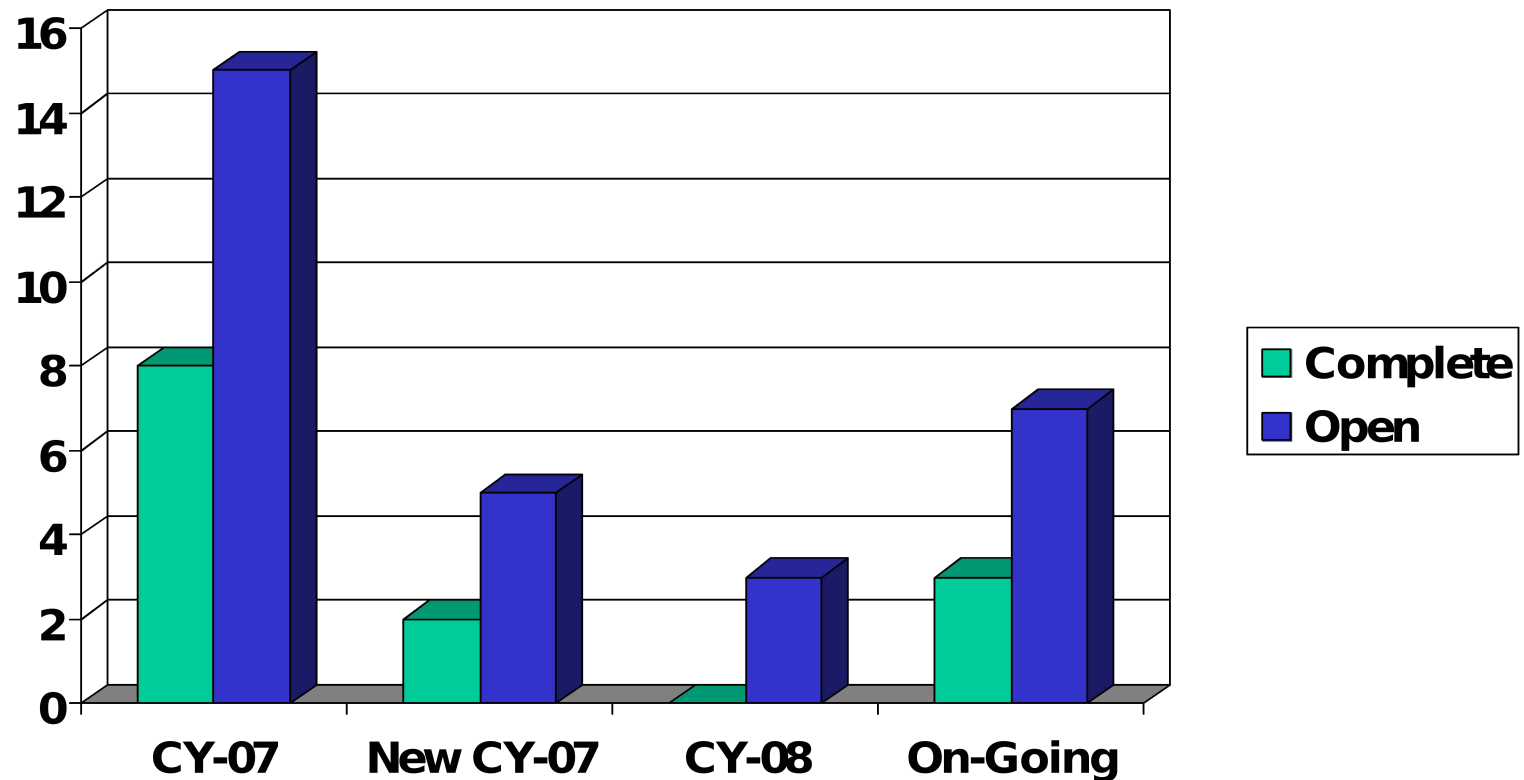




Operations Safety Committee Update Back up slide



POA&M Status - OSC Lead



Noise and Hearing Loss

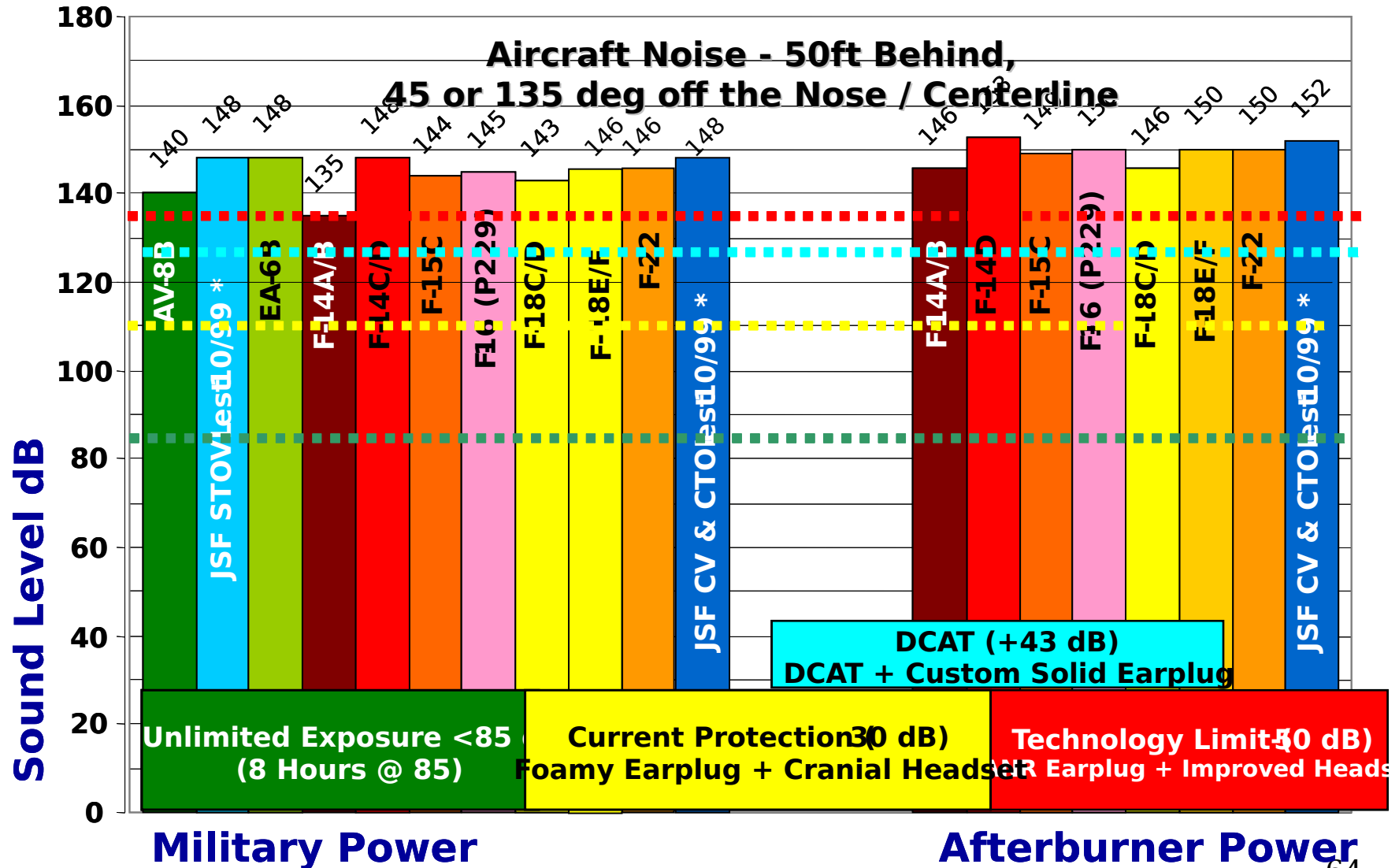
Back up slides



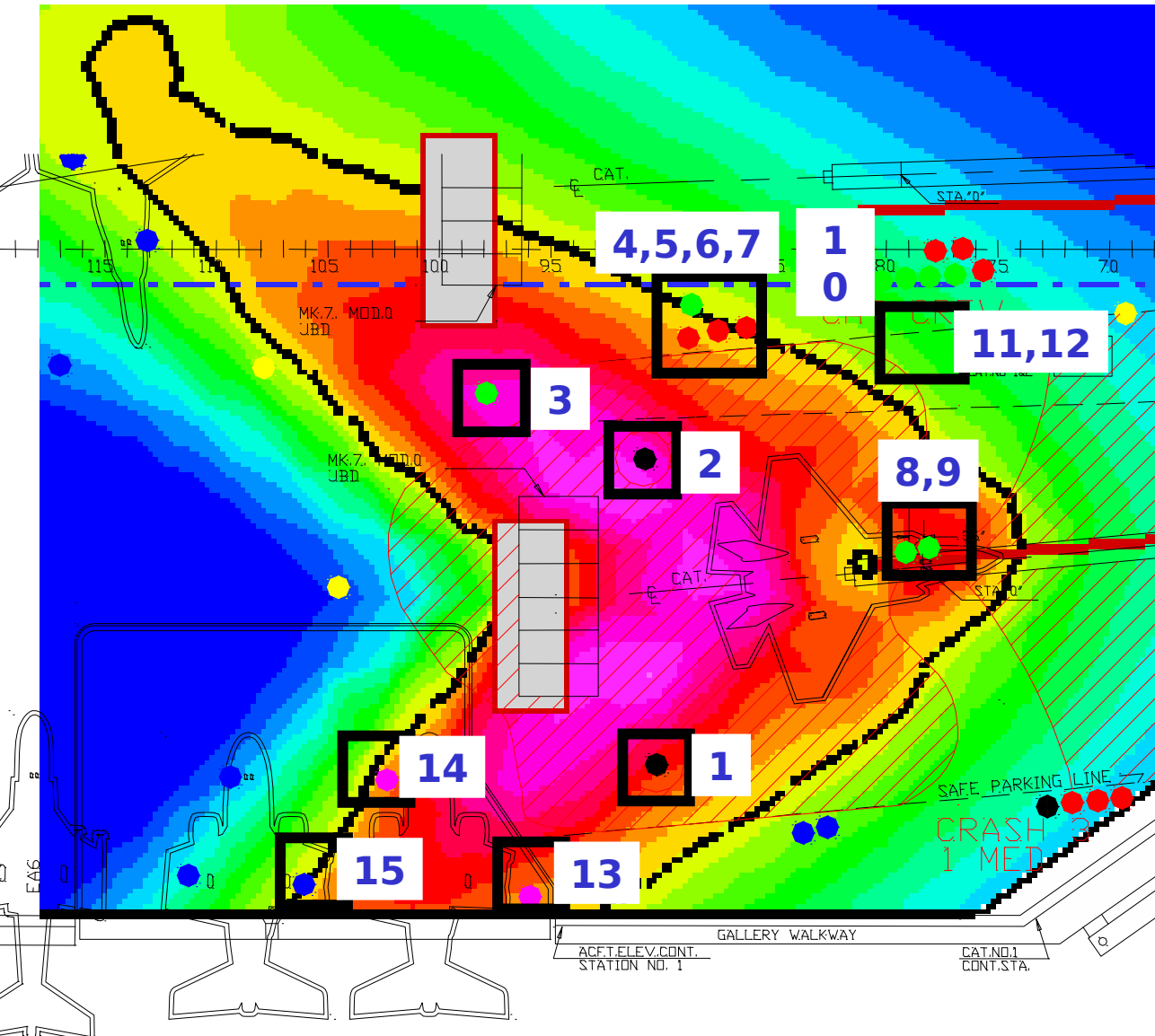


AIRCRAFT NOISE

What We Can and Can't Do About It



er deck launch support personnel bow catapult p (F-35 noise contours)



- | | |
|----|--------------------------|
| 1 | Final Checker |
| 2 | Final Checker |
| 3 | JBD Operator |
| 4 | Misc. Cat Crew |
| 5 | Arming Crew |
| 6 | Arming Crew |
| 7 | Arming Crew |
| 8 | Holdback Man |
| 9 | Topside Petty Officer |
| 10 | Aircraft Director |
| 11 | Misc. Cat Crew |
| 12 | Weight Board Operator |
| 13 | Fuels |
| 14 | Fuels |
| 15 | Chocks, Chains, Tractors |

More recently . .



DEPARTMENT OF THE NAVY
PROGRAM EXECUTIVE OFFICER
TACTICAL AIRCRAFT PROGRAMS
47123 BUSE ROAD, UNIT IPT
PATUXENT RIVER, MD 20670-1547

IN REPLY REFER TO
5100
Ser PEO(T)/153
5 May 07

MEMORANDUM FOR THE RECORD

Subj: F/A-18E/F AND EA-18G NOISE EXPOSURE RISK ACCEPTANCE

Ref: (a) USD/AT&L Policy Memo: "Defense Acquisition System Safety - Environment, Safety and Occupational Health (ESOH) Risk Acceptance" of 7 Mar 07

1. Current Department of Defense (DoD) policy requires Program Managers to use the structured Environment, Safety, and Occupational Health (ESOH) risk assessment framework in the DoD Standard Practice for System Safety, MIL-STD-882D, for all developmental and sustaining engineering activities. The objective is to design out ESOH risks early in the acquisition process. However, not all risks can be eliminated. Prior to exposing people, equipment, or the environment to known system-related ESOH hazards, these risks must be accepted by the authorities identified in DoDI 5000.2. Reference (a) directs that formal concurrence must be obtained for all serious and high-risk acceptance decisions. This Memorandum for the Record documents our acceptance of noise exposure risk for the F/A-18E/F and EA-18G.

2. ESOH risk involving exposure to flight line/deck jet noise is considered serious for the F/A-18E/F and EA-18G Programs. This is a long standing issue associated with many current and future jet aircraft in the DoD inventory. Current hearing protection devices do not adequately prevent noise exposure that personnel may experience when working around aircraft. PMA265 is closely monitoring various NAVAIR (AIR 4.4)/Office of Naval Research (ONR) projects focused on developing technical solutions to minimize personnel exposure to jet noise levels above Occupational Safety and Health Administration and United States Navy standards. A number of interim noise suppression concepts have been identified that may offer partial noise relief without performance impact for both Naval and Air Force high-performance military aircraft. Promising projects include the University of Mississippi testing of corrugated jet nozzle seals; Pennsylvania State University's Nonlinear Propagation Modeling and Boeing's Beveled Angle Nozzle Noise Reduction, which adapts and applies the beveled nozzle concept to the exhaust system of the F414 engine. Moreover, the original equipment manufacturer for the F414/F404 engine, General Electric Aviation, has for years pursued Jet Noise Reduction Technology Development projects. These involve a wide variety of scaled acoustic solutions tests such as fluidic injection and mechanical chevrons. It should be noted that none of these applications has been fully flight tested in operational conditions. PMA265 is also staying abreast of on-going DoD efforts for improved hearing protection devices, such as the Attenuating Custom Communications Earpiece System.

3. Noise exposure will continue to be an issue for the user community, especially aboard aircraft carriers, until there are viable technologies. As solutions become available, PMA265 will assess implementation of any proven technologies for the F/A-18E/F and EA-18G.


P. G. WILLIAMS

- "This Memo documents our acceptance of noise exposure risk for the F/A-18E/F and EA-18G." --PEO Tactical Aircraft Program
- Bottom line . . . We are still designing and delivering weapons systems TODAY that will damage hearing.

Navy Executive Safety Board

DoD Noise Standards & Regulation

USN and USMC are currently not fully in compliance with the following standards:

Federal: OSHA 29 CFR 1910.95, “Occupational Noise Exposure”

DoD:

- DoDI 5000.2, “Operation of the Defense Acquisition System”
- DoD Design Criteria Std., Mil Std 1474D, Noise Limits, 12 Feb 97, page 65, par 4.2.1, Aircraft Noise
- DoD Mil Std 882, “System Safety Program Requirements”
- DoDI 6055.12, “Hearing Conservation Program”

DON:

- SECNAVINST 5000.2, “Implementation and Operation of the Defense Acquisition System and the Joint Capabilities Integration and Development System”, 19 Nov 04
- SECNAVINST 4105.1A, “Independent Logistics Assessment and Certification Requirements”
- OPNAVINST 5100.23G (Dec 2005), “Navy Occupational Safety and Health Program Manual”
- NAVMEDCOMINST 6260.5, “Occupational Noise Control & Hearing Conservation”
- MCO 3690.2B, “Marine Corps Operational Test and Evaluation Activity”